

measures counterbalance the loss they would otherwise sustain. If the property owners did not choose to build upon the condition prescribed by the Common Council, the privilege ought to be next tendered to the omnibus interest, who would be the next important sufferers, and if they did not accept of the chance, why give it to the applicants in the case.

Mr. Thomas E. Davis here rose and requested that the claims of himself and associates might have equal consideration with the Committee, on the same basis and terms as were set forth by the petitioners, with the understanding that the applicants could become legal stockholders in the road, in proportion to the amount of property owned by them along the line of the proposed road.

D. D. Field then rose to address the Committee on behalf of the applicants of the road. After making a few remarks relative to the impositions which had been made, and personalities which had been indulged in, and the inconsistencies of the arguments advanced by the opponents of the road, he begged the Committee to bear in mind that one gentleman had asserted that this scheme for a railroad in Broadway was totally impracticable; yet before he set down he described as being so certain of success that it would be of immense value. Another gentleman had said that to grant a railroad would be a monstrous abuse of power, and almost at the same breath said, "give us the road and we'll build it." One gentleman had told the Committee that the railroad, if built, could never compete with the omnibuses, while another, on the opposite side of the question, tells us that it would ruin the omnibus interest. One gentleman tells us that Broadway is not overcrowded; another asserts that it is so overcrowded that it cannot possibly stand any more lines running through it—and still another tells us that it is certainly overcrowded, but that fact only renders it the more attractive.

Each of these positions are inconsistencies argued by the same parties in opposition to the proposed railroad. One had argued against the road on the ground that exchange tickets would be necessary, while another had referred to the use of exchange tickets as one of the peculiar advantages possessed by omnibuses. One argues the impracticability of a railroad in Broadway on the ground that it would be necessary to move from seventy to eight thousand people daily, up and down the street, and the other is anxious to open this avenue—and which she says that we can't get the people to travel the street ways until the business is there. It had been argued that the railroad would have a tendency to ruin Broadway as a drive and promenade, and for one I would be sorry to do anything that would be likely to detract from the beauty of that street—but cars could be

There had been strong prejudices against railroad. When they were first introduced some denounce them, and contended that no one could sustain life moved at the rate of twenty miles an hour; and even a late date, strong opposition was made against having a railroad in this City, and the applicants had all the things to bear against them. With regard to the precise plan upon which the road shall be constructed it is left for the Common Council to decide. The applicants merely ask permission to lay down a railroad from Whitehall through Broadway to Manhattanville, at which the Common Council to say what kind of a road it shall be; whether it shall be a double or a triple track; or whether the cars shall be four feet or six feet wide; and whether the road shall be for the use of the grove, or be made so narrow that no foot or wheel could enter. He could not perceive what objections could be urged against it, while they could run as many cars upon a road as would convey not only the present number of passengers, but three times that number. The objects to be arrived at were: a better mode of conveyance than at present exists; relief of Broadway

and increased facilities of communication between the upper and lower wards; and he had no hesitation in saying that these three objects would be attained by the construction of the proposed road. He contended that if there was ample room in Broadway for all the omnibuses that now run, and might hereafter be required for the conveyance of all the passengers, substitution of cars would be less desirable. Next, substitution of cars would be less destructive to the pavement, and certainly prove less burdensome to the City. Again, railroad conveyance would be more agreeable, quicker, cheaper, and less annoying than omnibuses persons living on the street. Mr. Field contended that the railroad, instead of blocking up Broadway and rendering it more dangerous for pedestrians to cross the street, would do much toward eliminating that difficulty, inasmuch as 61 cars and 61 horses would do the work of 527 omnibuses a day. He also pointed out that the proposed cars, at 1,654 horses—so that the important advantages of the cars on the score of economy alone must be apparent to any one who gave the subject a moment's consideration. Had proper facilities been afforded long ago for persons engaged in the lower Ward for reaching the

upper section of the City, the population of Brooklyn, Jerseyburgh and Jersey City would have been added to now, and the City would have been completely built up to a Sixty third, instead of Twenty third. In conclusion, Mr. Field contended that the privilege of laying down the road ought to be given to the client of the applicants for it, as being the original movers in the matter.

Mr. Davis again rose and desired information from the Chair when the Committee would be likely to report on the subject. He was informed that no title could be specified as there had been no consultation relative to it between the members of the Committee and he had say petition to present, as intimated, that Chair would cheerfully bring it before the Board of Aldermen. The Committee then rose.

**TARGET EXERCISES.**—On Friday the Bennington diet guards, commanded by Capt. Wm. H. Hays, accompanied by Wallace's Brass Band, went on the target excursion. The following prizes were shot for and won as follows: 1st, Silver, Water Cake Baked by Wm. Young; 2d, Silver Watch, won by John

Scott; 3d, Musket, won by Henry Green; 4th, 500 Pieces, won by J. Wilson; 5th, Signal Ring, won by John Mullin; 6th, a Splendid Book, won by Wallace; 7th, 85 Gold, won by J. Williams; 8th, a Book, won by J. C. Coffey; 9th, 10th, 11th, Wrote the won by M. Melon, John McKinnon and Michael Torrey.

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**HIGH PRICES FOR REAL ESTATE.**—We understand that last week three lots on Madison and Twenty-fourth, and three on Twenty-fourth in the rear of the first three, sold for about a \$100,000 per lot. This is what might be called a good round price.

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**REAL ESTATE.**—The following property was sold Nov. 5, by Albert H. Nicolay:

3-story brick house and lot No. 799 Greenwich at.....\$3,000

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**FIRE.**—At 3d o'clock yesterday morning, a fire broke out in a stable owned by Mr. John Vassallo, No. 123 Twenty-second-street. The alarm was promptly given, and the firemen were soon on the ground, but the fire was too far advanced to be extinguished.

notwithstanding their excessive late drinking, enjoyed two valuable horses and a cow and some poultry, worth about \$1,000. No more was seen of the boys after this. The origin of the fire is unknown, although it is supposed to have been the work of an incendiary.

On Saturday afternoon, the alarm of fire was given by the tolling over of a large kettle of varnish, in the Varnish Factory, corner of Bivington and Norfolk. The chimney took fire, and but for the timely exertions of the firemen, the building would have been destroyed.

**FATAL ACCIDENT.**—Coroner Ives held an inquest yesterday, at No. 350 Fourth-st., upon the body of Robert Marshall, a native of this City, 22 years of age, whose death was caused, by injuries received by a fall from a building.

The deceased was a carpenter by trade, and on Saturday morning, while at work upon a new building now erected in Rieck-ba, between Twenty-sixth and Twenty-seventh-sts., fell from the attic to the floor of the second story. He was immediately attended by Dr. Benedict, but died soon after the arrival of that physician. His remains were taken to the residence of his friends, at the number and street above stated, and will be buried at the usual place.

**LIGHTER UPSET.**—On Saturday afternoon about 4 o'clock, a lighter, while crossing the River, near Peck-slip, came in contact with a boat which was being towed out by a steam tugboat. The lighter was upset. There were two men in the lighter, who were rescued by the crew of the brig.